

NEW ADVERTISEMENTS

RECEPTION OF H.R.H. THE PRINCE OF WALES.

It is requested that all Members of the Community who desire to participate in the Decoration and Illumination of the Colony on the occasion of the Prince of Wales' visit—April 6th, and 7th—will communicate without delay with Mr. C. MONTAGUE EDE, 3 & 4, QUEEN'S BUILDINGS, stating the number of lanterns they wish to order for the decoration of the business houses or private residences. It is wished to maintain an organised scheme of decoration, and to facilitate this, all lanterns will be procurable through the above-mentioned address. [1794]

ROYAL HONGKONG GOLF CLUB.

DEPT WATER BAY LINKS.

THE NEW APPROACH PATH leading from the Motor stand to the Clubhouse has been completed. All cars should be driven straight into the Motor Stand and passengers should enter the Course by way of new path only.

The Police have instructions not to allow cars to draw upon the Main Road in front of the Course to discharge or take up passengers. Caddies should only be at the Clubhouse and no caddies should be given on any account.

J. B. ROSS,
Hon. Secretary. [1796]

"SAM YICK" FIRE CRACKERS.

IT IS HEREBY NOTIFIED that our well-known brand of FIRE CRACKERS known as "SAM YICK" are only obtainable through our Authorized Agents—

Mr. Ah Cheong of Cheong King Wo
Raw Silk Merchant,
No. 28, Kang Yat Moon, Canton
Mr. E. Yauwong of Ming Kee Matting
Manufacture, No. 3, Ngau Chow St.
Honam, Canton.

Mr. Lung Ching San,
c/o Sang Fat Company, 71, Bonham
Strand West, Hongkong.
The public are hereby warned against imitations sold by unauthorised persons.
"SAM YICK" FIRE CRACKERS MANUFACTORY, TAILONG, SHUN TACK, CANTON. [1793]

REPULSE BAY HOTEL.

ST. ANDREW'S NIGHT.

THE USUAL TEA AND DINNER DANCES will not be held on WEDNESDAY, 30th November, 1921. [1795]

WANTED.

GOVERNMENT Required for two Girls, 11 and 7. Resident in Shanghai. Apply Box No. 1799 c/o Daily Press Office. [1799]

G. B.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for telegraphic transfer, on the London Commission of His Majesty's Treasury, London, up to and for the sum of £100,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock A.M. on the 24th, November, 1921.

The tenders to state the total amount (in pounds sterling). No telegraphic transfer will be made for less than £100.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 23 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

A. DELCOMBE, Lieut. Colonel,
His Majesty's Treasury Office,
Hongkong, November 24th, 1921. [1797]

G. B.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of November, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of CROWN LAND at Mount Davis in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Compensation	Annual Rent	Upset Price
Lot No. 1571	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1572	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1573	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1574	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1575	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1576	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1577	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1578	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1579	100 ft. by 100 ft.	about 25,000	150	2,500
Lot No. 1580	100 ft. by 100 ft.	about 25,000	150	2,500

INTIMATIONS

SOCIETY FOR PREVENTION OF CRUELTY TO ANIMALS.

THE ANNUAL MEETING of the S.P.C.A. will be held on TUESDAY, November 29th at 5.15 p.m. at the H.K.M.A. Institute (By kind permission of the Committee). [1776]

NOTICE.

THE Captain, Owners and Agents disclaim any responsibility for debts incurred by the Crew of the s.s. Adna now in port at Hongkong. [1772]

HONGKONG HOTEL CO., LTD.

THE NEW GRILL ROOM will be OPENED for DINNER on the Night of 30th November, 1921. Patrons are, therefore, notified that the present Grill Room will cease to exist as such after 30th November. Night will be transferred to the New Grill Room. [1777]

HONGKONG STOCK EXCHANGE.

THE COMMITTEE has decided that the following shall be the SETTLEMENT DAYS for the year 1922:

Thursday, 26th January
Monday, 27th February
Tuesday, 28th March
Thursday, 27th April
Monday, 29th May
Tuesday, 28th June
Friday, 28th July
Monday, 28th August
Tuesday, 26th September
Friday, 27th October
Tuesday, 28th November
Thursday, 31st December
By order of the Committee
P. TESTER,
Secretary,
HONGKONG STOCK EXCHANGE. [1767]

THE CHINA LIGHT AND POWER COMPANY, (1918) LIMITED.

THE THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, 8, GEORGE'S BUILDING, Chater Road, Victoria, Hongkong, on SATURDAY, the 10th December, 1921 at 11 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September 1921, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be closed from THURSDAY, the 1st December 1921 until SATURDAY, the 10th December 1921, both days inclusive.

SHEWAN TOMES & CO.
General Managers. [1774]

HONGKONG BOXING ASSOCIATION.

First TOURNAMENT of Season. THEATRE ROYAL.

SATURDAY, November 26th at 9.15 P.M. Main Event.

FEATHERWEIGHT CHAMPIONSHIP OF THE COLONY.

TEDDY NEAL ... v. Leading Stoker Barry HONGKONG. H.M.S. "Cairo" Prices \$5 (ringside) \$3 reserved and \$1 (unreserved).

Booking at MOTRIZ.

Members only (on production of Current Membership Cards) TUESDAY, November 22nd. General Public WEDNESDAY, November 23rd to SATURDAY, November 26th. [1753]

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the SECOND ANNUAL GENERAL MEETING of the HONGKONG BOXING ASSOCIATION will be held at Messrs. Jardine Matheson & Co., Ltd.'s Board Room on TUESDAY the 29th day of November, 1921 at 5.30 p.m. for the following purposes:

- To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of September, 1921.
- To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1921-1922.
- To appoint an auditor.

AND NOTICE IS HEREBY ALSO GIVEN that an EXTRAORDINARY GENERAL MEETING of the Association will be held at the same place immediately on the termination of the Annual General Meeting for the purpose of considering and if thought fit passing the following resolution as an Extraordinary Resolution, that is to say:

- By the substitution of the word "June" for the word "September" in the 12th line of Article 12.
- By the substitution of the word "a" for the word "on" in line 1 of Article 13.
- By the substitution of the word "July" for the word "October" in line 3 and of the words "30th September" for the words "31st December" in line 4 of Article 17.
- By the substitution of the word "July" for the word "October" in line 3 of Article 22.
- By inserting immediately after Article 25 the following new Article:

"25a Where it is proposed to pass a Special Resolution the two meetings may be convened by one and the same notice, and it is to be no objection to such notice that it only convenes the second meeting contingently on the resolution being passed by the requisite majority at the first meeting."

By Order of the General Committee:
GEORGE G. N. TINSON,
Hon. Secretary and Treasurer.
Hongkong, 21st November, 1921. [1778]

INTIMATIONS

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. FROM EUROPE AND STRAITS.

THE Company's Steamship

"LIMA MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before Noon, To-day.

Goods not cleared by 27th Nov., 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA. Agents. Hongkong, 20th November, 1921. [1784]

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. FROM EUROPE AND STRAITS.

THE Steamship

"TSUYAMA MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-day.

Goods not cleared by the 29th Nov., 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Agents. Hongkong, November 22nd, 1921. 1790

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. FROM EUROPE AND STRAITS.

THE Company's Steamship

"YOKOHAMA MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-day.

Goods not cleared by the 27th November, 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Agents. Hongkong, Nov. 20th, 1921. [783]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NELLORE" Arrived Hongkong on Nov. 21st, 1921.

From ANTWERP, LONDON, PORT SAID, ADEN, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO. Agents. Hongkong, November 21st, 1921. [1782]

SEAMEN'S INSTITUTE

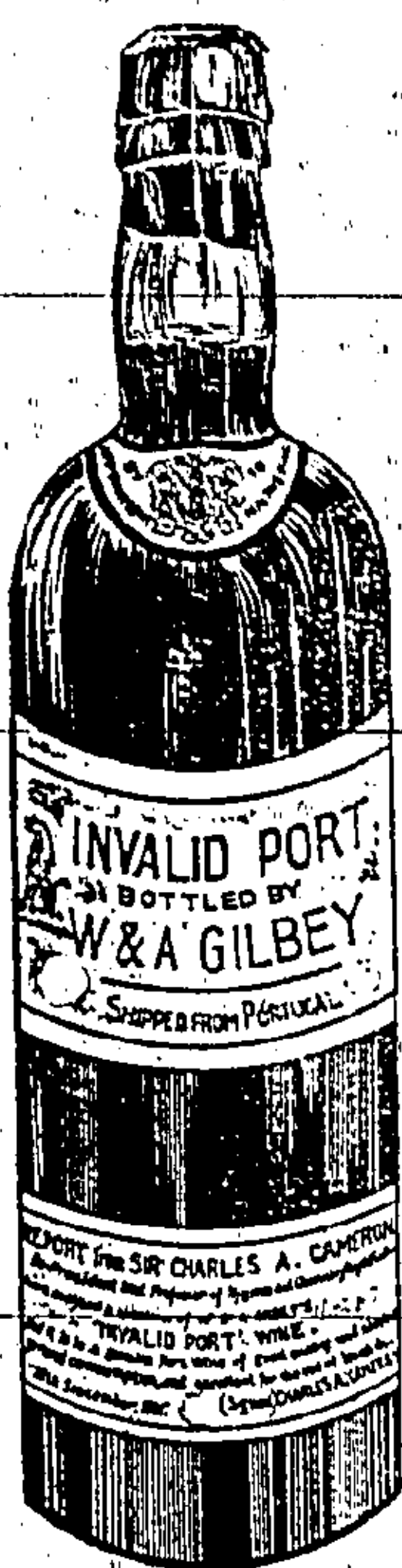
21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy. Reading and Writing Rooms, Billiard Room, Officers Room, C.P.O.'s Room, Restaurant, Concert Hall, Church and beds in Dormitories. Private Cab and beds in Dormitories. Motor Launch "Dayspring".

INTIMATION

W. & A. GILBEY'S

PORT-INVALID



A very fine vintage Wine.

On sale by all compradores

and at

A. S. WATSON &

CO. LTD.,

Wine and Spirit Merchants

PHONE No. 16.

HONGKONG OFFICE: 10A, DES VŒUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 24th, 1921.

THE LEASED TERRITORIES OF CHINA.

We learn from a Washington telegram that in the November issue of the *Atlantic Monthly* Mr. J. O. P. BLAND suggests that practicable means be followed by the Conference in settling Eastern questions, and as practicable means are suggested: (1) Reasonable recognition of Japan's established position in Manchuria and Mongolia; (2) simultaneous restoration to China by all the Powers of leased territory in China Proper and the abandonment of all claims to spheres of influence; (3) the withdrawal of all foreign garrisons and post offices from the eighteen provinces; (4) concerted action of the Powers to help China to a restoration of her economic and political stability.

The second item in this "little programme" has a very direct interest for Hongkong, for the restoration to China by all the Powers of leased territory in China Proper would include the territory behind the Kowloon Peninsula which in 1898 was leased to Great Britain for ninety-nine years. We have had it in the cables that France would be willing to cede Kwang-chow-wan if Britain cedes Weihaiwei, and if Japan is willing to cede both Shantung and Port Arthur. It has been hinted also that Japan makes her withdrawal from Kiaochow conditional on Britain's relinquishment of Weihaiwei, but the cables have so far contained no reference to any idea on the part of any Power that Great Britain should be asked to agree to the cancellation of the lease of the New Territories—Kowloon stands on a different footing. It was assigned at first to Great Britain on a perpetual lease but was subsequently definitely ceded to the British crown.

In the case of Weihaiwei, Britain, strictly speaking, has no lease. The Convention under which she entered into occupation of that port in 1898 set forth that "in order to provide Great Britain with a suitable naval harbour in North China, and for the better protection of British commerce in the neighbouring seas," the Chinese Government agreed to

lease Weihaiwei, in the province of Shantung, and the adjacent waters, to Great Britain "for so long as Port Arthur shall remain in the occupation of Russia." Russia was ousted by Japan from the occupation of Port Arthur nearly seventeen years ago, but Britain has remained in possession of Weihaiwei without, so far as the general public are aware, any alteration in the terms of the lease. At the time the Convention was made nobody supposed that Russia would be ousted from Port Arthur by Japan, or by any other foreign Power. Great Britain has never fortified Weihaiwei but has used the place simply as a sanatorium for the Fleet. No protest, we believe, has ever been made against her continued occupation of the territory and the waters defined by the Convention. It would be no great loss to Great Britain to give up any claim she may have upon the territory, but we cannot conceive that Japan would for one moment entertain the idea of surrendering to China the territory she took over from Russia under the Treaty of Portsmouth, whatever she may be prepared to do as regards relinquishing her claim to the former German rights in Shantung. In that event the offer of France to cede Kwangchow-wan "provided that Japan cedes Port Arthur is hardly worth consideration, for it is no more within the realm of practical politics than the restoration by France of Indo-China. Mr. BLAND's proposals, it is to be noted, are confined to leased territory in China Proper, which does not embrace Manchuria. We no more expect to see the British lease of the New Territory beyond Kowloon disturbed as a result of the Conference than we expect to see a surrender of Port Arthur and Dairen.

H.M.S. *Curlew* is to be replaced on the China Station in April next by the light cruiser *Despatch*, just completed at Chatham. She is expected to be ready for the pennant early in the New Year.

We understand that Lord Northcliffe, who is travelling on the P. & O. *Nyanza*, which is expected to arrive about 2 p.m. to-day has been contemplating a visit to Macao during the *Nyanza's* stay in port.

Baron Ungern of Urga fame is reported to have stated at his trial that his object had been the formation of "a central monarchy in Asia" and that he was working in co-operation with Marshal Chang Tso-lin in this matter.

A gold earring "studded with diamonds and looped with a string of pearls, was snatched from the ear of a Chinese woman who was being carried in a chair up Wellington Street. The single earring was valued at \$300. The thief was not caught.

The stopping of the Peak tram service after nine o'clock last night, owing to the cancellation of many little dinner parties and to the practise dance for St. Andrew's Ball which was to have taken place at the Peak Club.

On Tuesday night a Chinese was found outside No. 110, Nathan Road with a grievous knife wound in his stomach. He was taken to the Kwong Wah Hospital but died soon afterwards, before he could give any account of how he met with his injuries. The man lived in Yau-mati.

A P. W. D. coolie fell on his head when descending from a tramcar outside the Naval Yard on Tuesday. He lost a good deal of blood and was taken in an ambulance to the Government Civil Hospital. There it was found that the skull had not suffered; the injuries were only superficial.

An American failed to appear at the Magistracy, yesterday, to answer a charge of assaulting an Indian constable. He was asked for \$25 bail at the charge room over-night and deposited 25 American dollars which was the only currency, he had. The Magistrate (Mr. Lindell) endorsed the bail book, "\$25 gold estrated," so the absent defendant has no change due to him on the difference of exchange.

The attention of golfers who motor out to the links at Deep Water Bay is requested to the advertisement which appears in another column.

In connection with the forthcoming visit of H.R.H. the Prince of Wales, attention is directed to an advertisement in another column relating to the desire for an organised scheme of decoration.

Supporters of the Chinese Young Women's Christian Association, 59, Caine Road, were invited to tea at the Association's rooms, yesterday afternoon, when the guests included the Hon. Mr. Claud Severn and Mrs. Severn and the Rev. H. R. Wells. Mrs. Ma Ying Chan, the treasurer, presided and after tea there were brief speeches by Mr. Severn, Mr. Wells and Miss MacKay, the general secretary.

Dr. John R. Mott, who is president of the Young Men's Christian Association in the United States, will come to the East early in April, to be present at the general conference of the World's Students Christian Federation to be held in Peking. Dr. Fletcher S. Blockman, associate general secretary of the international committee of the Y.M.C.A., who has recently arrived in Japan, states that representatives of 40 different nations are expected to attend the meeting.

CORRESPONDENCE.

THE CASSEL AGREEMENT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—We are loath to pursue further the subject of the "Cassel Contract" but consider a final word necessary in view of your persistence in stating what is so absolutely at variance with the facts of the case. In the leading article in your issue of November 17th, in your controversy with the *China Mail*, you stated: "There is no doubt that the British Government would honour a contract issued by any de facto local government in Ireland if that contract had been previously endorsed by the National Government, as was the case with the Cassel Contract made with the Kwangtung authorities." (Underline ours).

Again in your leading article in your issue of November 21st, continuing your controversy with your contemporary, you say

"it ignores completely the important fact that this contract was no purely local arrangement, but one which had the full approval and sanction of the National Government of China as being essential to its validity." (Underline ours).

As a matter of fact, the Peking Government which you referred to as the national government of China has never sanctioned the Cassel Contract; though approached to do so by the Anglo-Chinese Syndicate. This fact, apart from its legal aspect, forms a very strong argument against the contract, for even the Peking Government, callous as it is in the matter of giving away our national rights, has found it unpleasant and unwise to give it the sought-for sanction and approval.

As regards the pledge President Sun's Government offered to the Powers to "scrupulously respect the legitimate rights of the Foreign Powers, and their nationals, duly acquired by treaty, contract, or established usage," we insist that it has been and will be faithfully kept by our Government, and, incidentally, we beg of you to note the little word "duly" in the passage—Yours, etc.

CANTON INFORMATION

BUREAU.

Canton, November 22nd, 1921.

[We are not in a position to dispute the foregoing statement, and therefore, excepting the assurance that the Peking Government has never sanctioned the Cassel Agreement. As we stated, all the information we had on the subject was derived from newspaper reports, and in accepting as true a report that the Agreement had received the approval of the Peking Government we regarded it as confirmed by the fact, which will not, we think, be disputed, that a sum of \$100,000 was deposited with the Canton Treasury by the Syndicate. The condition on which that deposit was to be made is set forth in clause 11 of the published text of the Agreement as follows:—"The Kwangtung Government shall cause this Agreement to be provisionally signed and approved, whereupon the Syndicate shall take all such steps as may be necessary to obtain the official sanction and approval thereto of the Central Government at Peking, and upon such sanction and approval being obtained the Kwangtung Government shall ratify this Agreement and immediately thereupon the Syndicate shall deposit with the Kwangtung Government the sum of one hundred thousand dollars Hongkong currency." It has been authoritatively stated that this payment was made, and it was only reasonable to assume that it had been paid on the express condition of the Agreement.

With regard to the last paragraph in the foregoing letter, perhaps our correspondent will also oblige us with precise information regarding the Canton Tramway contract.—E.V.]

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

WASHINGTON CONFERENCE.
NAVAL AGREEMENT SAID TO BE
NEARLY REACHED.

WASHINGTON, November 22nd.

With the heads of the British, American and Japanese delegations working in direct personal conference there are indications that naval agreement on all but the details has nearly been reached. The question of land disarmament is regarded in many quarters as practically settled on the basis of M. Briand's speech which is interpreted as meaning that readjustment of land forces is impossible in the existing conditions.

The Far Eastern Committee is appointing a sub-committee to study fiscal affairs in China and also to discuss a Chinese proposal for restoration of tariff autonomy.

HANDLING THE CHINESE
QUESTION.

The Far Eastern Sub-Committee will be empowered to summon any expert opinion necessary. Meanwhile the main Far Eastern Committee, having agreed to the general principles to be applied to a settlement of the Chinese question, will now, it is understood on trustworthy British authority, press forward with the arrangement of details, including such important matters as Japan's occupation of Kiaschau and Shantung. It is proposed when these are settled that the numerous separate agreements and treaties between China and the various powers shall be replaced by the four resolutions in principle adopted yesterday, supplemented by detailed stipulations accepted by all the parties concerned. In fact yesterday's resolutions are regarded as intended to cover the collective rights and privileges of all the nations having interests in China in place of the individual rights and privileges of each, thus affording a basis on which it will be possible to build so that ultimately there will be one single document comprising all that should be perpetuated.

THE SUBMARINE QUESTION.

As regards the question of submarines a member of the Italian delegation to-day declared that submarines were a necessity for the defence of Italy whose financial situation made it difficult to build expensive capital ships. The delegate held that they must have a navy equal to any other Mediterranean power, not classing Great Britain as such.

WASHINGTON, November 23rd.

The American delegation conferred with its committee of twenty-one advisers who were asked to secure additional information for the Naval Armament Committee which is preparing reports on the British suggestion for the elimination of submarines or their reduction in size while the General Committee is reporting developments of the Far Eastern situation.

PRESS AND M. BRIAND'S SPEECH.

PARIS, November 23rd.

The press unreservedly approves of M. Briand's speech.

The *Petit Parisien* says that the declarations of friendship and support by all our Allies, particularly Mr. Balfour's, must have shown the very excited Pan-Germans that they cannot count on the moral isolation of France.

The *Journal* says that M. Briand's success demonstrated to the universe the necessity of a strong France to ensure peace.

BELGIUM SUPPORTS FRANCE.

PARIS, November 21st.

Belgian opinion is decidedly in favour of France's claim to a strong army so long as peace is not secured.

AN AUSTRALIAN VIEW.

MELBOURNE, November 23rd.

In the House of Representatives Mr. Hughes, speaking on a Labour motion to reduce the Air Force, which was defeated, said they could not rely much on the Washington Conference. The United States and Japan had launched new warships while Great Britain, in order to show her bond-fides had stopped naval construction, throwing idle thousands of workers. Therefore it would be unwise to scrap the Australian Air Force.

(Continued at foot of next column.)

LATEST CABLES.

INDEMNITY PAYMENTS.
NO DISCUSSION OF A
MORATORIUM.

BERLIN, November 22nd.

Addressing the Reichstag taxation committee Dr. Wirth intimated that the

Reparations Commission had declined to discuss the possibility of a moratorium if Germany did not make the January and February indemnity payments. Dr. Wirth confidently looked forward to a long term of credit operation regarding which the Government had been sounding the markets of the world. He declared that Herr Stinnes was visiting London privately although he had previously informed the Government of the journey. The Chancellor would like to see an increasing effort on the part of German business men, including banks and trade unions, to get into touch with influential quarters abroad.

IMPRESSIVE CEREMONY IN
PARIS.
PRESERVING THE FLAG OF DUTCH
VOLUNTEERS.

PARIS, November 21st.

An impressive ceremony took place in the Army Museum yesterday when a delegation of Dutch volunteers, who fought in the French Army, brought their flag there to be preserved among the flags of other foreign volunteers. The Netherlands Minister in Paris, the military governor, and a number of French and Dutch personalities were present. Herr Bointelle, the President of the Dutch Volunteers Association, delivered an address recalling the fact that the Dutch legion, which started thirteen hundred strong, lost nine hundred during the war.

GREEK DEMOBILISATION.

ATHENS, November 23rd.

It is semi-officially stated that a decree will be published demobilising the 1903 and 1904 classes immediately.

MOTOR LORRY OVERTURNS.

PARIS, November 23rd.

A motor lorry overturned in the *Quai d'Orsay* killing Viscountess Paul de Chabot and Countess Wignacourt.

PRINCESS MARY BETROTHED.

TO MARRY VISCOUNT LASCELLES.

The betrothal is officially announced of Princess Mary to Viscount Lascelles.

[Viscount Henry George Charles Lascelles, D.S.O. is the eldest son of the fifth Earl of Harewood and was born in 1882. He was Hon. Attaché, Rome, from 1905 to 1907 and A.D.C. to the Governor-General of Canada from 1907 to 1911. He served in the European War from 1914 to 1918, was wounded and gained the D.S.O. in 1918.]

EARLIER CABLES.

INTERNATIONAL FENCING.

AMERICANS WIN THE TROPHY.

New York, November 22nd.

The American swordsmen won the international fencing trophy, scoring 24 points against 18 by the British in the three matches.

EARLIER CABLES.

GERMAN REPLY TO A FRENCH
STATEMENT.

BERLIN, November 22nd.

In regard to M. Briand's speech at Washington, it is semi-officially denied that the *Reichwehr* consists mostly of ex-officers and ex-non-commissioned officers. It is stated, on the contrary, that the great majority of the *Reichwehr* consists of youths who joined up after the war.

The protection police are not in any way controlled by the Imperial Government, but by the State Governments. Their sole task is to maintain order in the interior and their numbers, organisation, and armament are regulated by Entente Control Commissions. The police only possess the rifles and light guns allowed them; they have no heavy guns which would make them suitable for fighting. The citizens' guard mentioned by M. Briand has long been disbanded and its weapons surrendered or destroyed. All armament factories in Germany have been closed and the machinery destroyed.

LATEST CABLES.

RIOTING IN BELFAST.
BOMBS THROWN AT SHIPYARD
WORKMEN.

LONDON, November 22nd.

The Belfast riots are growing worse. A bomb was thrown at a tram crowded with shipyard workmen which, apparently, had been purposely derailed, killing three and wounding 18. Another bomb was hurled at a crowd of men returning from work on foot. Twelve were killed.

EARLIER CABLES.

MACHINE-GUNS EMPLOYED.

LONDON, November 22nd.

During rioting in Belfast at the weekend the troops were compelled to fire, and the police used machine-guns. There were a few casualties. The trouble was renewed last night, when three were killed and eight wounded. A shop was looted and burned.

SHIPYARD WORKERS KILLED.

LONDON, November 22nd.

There are two dead as the result of renewed sniping at shipyard workers in Belfast to-day.

CONDITIONS IN ASIA MINOR.
MUCH SUFFERING THIS WINTER.

LONDON, November 22nd.

The first report received in London from Colonel Rawlinson, who was lately released by the Turks, gives an appalling account of conditions in Asia Minor. The message says that 9,000 Armenian prisoners from Kars, employed in labour gangs in the neighbourhood of Erzerum, have all perished with the exception of about 800. The victims were replaced by Greeks deported from coastal districts. whose death this winter Colonel Rawlinson considers certain.

REPATRIATION OF GERMANS.

AUSTRALIA OFFERS EXPROPRIATED
LAND TO EX-SOLDIERS.

MELBOURNE, November 22nd.

In the House of Representatives Mr. Hughes stated that, in view of the approaching completion of the work of repatriating Germans, the Federal Government had decided to sell the expropriated plantations in what was formerly German New Guinea, preference to be given to offers from ex-soldiers.

BANDITS IN ARGENTINA.

TROOPS MAKE MANY CAPTURES.

BUENOS AYRES, November 22nd.

Five were killed and 17 wounded in a fight between troops and bandits near Santa Cruz; 170 bandits were captured. Reinforcements have been sent to maintain order in Patagonia.

NAVAL STRENGTH.

RECRUITING FOR "A.B.'s"
STOPPED.

LONDON, November 22nd.

Recruiting for ordinary seamen for the Navy has been suspended, but it is understood that recruiting for boys and certain other special ratings will continue.

EASTERN TELEGRAPH CO.

HEAVY EXPENDITURE ON CABLES.

LONDON, November 22nd.

The report of the Eastern Telegraph Company for 1920 shows expenditure of £1,479,000 on new cables and of £301,000 on partial renewal of main line cables.

MOPLAH PRISONERS
ASPHYXIATED.

IN CLOSED LUGGAGE VANS.

LONDON, November 22nd.

The India Office confirms the report of the asphyxiation of 94 Moplahs (reported in the cables of yesterday). It appears that the prisoners were being conveyed in a closed luggage van (or vans).

DEATH OF CHRISTINE
NILSSON.

STOCKHOLM, November 22nd.

The death is announced of the Countess Casa de Miranda, formerly Christine Nilsson, the operatic singer.

DEATH OF EMILE BOUTROUX.

PARIS, November 22nd.

The death is announced of the philosopher M. Emile Boutroux, member of the Institute of France and of the Académie Française, and author of many works on philosophy. He was 70 years of age.

SOUTH AFRICAN CRICKET.

WIN FOR AUSTRALIA.

CAPE TOWN, November 22nd.

The Australians beat the eastern Province by eight wickets.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

LIVERPOOL OPIUM RAID.

CHINESE HEAVILY FINED.

LONDON, November 22nd.

The forty-three Chinese mentioned in yesterday's cable as having been arrested after an opium raid in Liverpool were charged with keeping, using, or frequenting premises for opium-smoking. Fines ranging from £5 to £25 were imposed in some cases.

SCOTTISH LETTER.

UNIQUE HIGHLAND SEASON.
THE EFFECT OF THE MOTOR.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, October 19th.

The Highland season now drawing to a close has a record of several unique features. Apart from other happenings, a continuous spell of fine weather made for success from the early summer onwards. Notwithstanding the high railway fares, the passenger traffic was almost of pre-war dimensions. In June, a stream of middle-class tourist traffic set in. A new feature was the number of visitors who came long distances by carabane from the Midlands, and even the South of England. Noticeable among the new visitors from foreign lands were the Japanese, who went about seeing everything in the methodical manner of their race.

The Highland summer season proper, which starts early in August, at the close of the London season, was successful beyond precedent. Game, moors and fishings were well let, and a succession of distinguished house parties were entertained by those in possession. The presence of Royalty, in different parts of the Highlands gave a flip to social doings, and in the exceptional weather sport was enjoyed with the utmost zest.

His Majesty the King, on the occasion of his recent visit to the Macintosh at Moy Hall, motored the entire distance—over 100 miles—from Balmoral, and he also returned by motor. The Prince of Wales motored from Dunrobin Castle to Balmoral, a much longer journey. The grouse moors were as a rule excellently stocked with birds, and sportsmen were fortunate in securing fine bags. On some of the well-known moors the results were the best obtained for a number of years. The heather was everywhere luxuriant, and the beauty of the landscape was seldom seen to better advantage. The autumn has been the finest experienced for a long number of years. Then the eyes of the political world were for several weeks directed to the Highlands as the result of the Prime Minister's holiday at Flowersdale House, Garroch. The Cabinet met at Inverness, and the coming and going of Cabinet Ministers and officials to Garroch gave a world-wide interest to the Highland Capital and Wester Ross.

A TRAVELLER IN CHINA AND CAMBODIA.

The death of Mr. John Thomson, F.R.G.S., in his 84th year, is announced from London. In his boyhood and early years Mr. Thomson was closely associated with Bathgate, where he received part of his education at the Newlands Institute—a benefaction which the district owed to a relative of his own—and at Edinburgh, where he acquired a scientific training. Going abroad, for some years he successfully pursued a mercantile career at Shanghai. But the attractions of travel and of archaeological and other studies always appealed to him more than a business office, and after spending a considerable time in the more remote districts of China, he undertook, along with a companion, a pioneering expedition in Cambodia, where he was one of the first to discover and explore the exceptionally interesting architectural relics which have given this country its peculiar interest. In later years Mr. Thomson visited Cyprus and spent a considerable time there. He published interesting accounts of these travels. On his return to this country, Mr. Thomson became connected with the Royal Geographical Society, to which he gave his services as expert adviser in photography, a connection which brought him into intimate relations with numbers of the best known explorers of recent years.

NEW VESSELS FOR CHINA.

The new China steamer *Kiunchow*, built by Scott's Company, Greenock, has left the Clyde for the Bristol Channel, where she will load for her maiden voyage to Chinese waters.

PRICE OF THE EIGHT HOURS' DAY.

One wonders if the public realise what they have to pay for the railwaymen's eight hours a day as it affects the more sequestered parts of the country. At many stations the staffs had to be doubled for the purpose of dealing with a matter of five or six trains a day. On the Highland Railway, in pre-war times there was a level crossing gate worked by one man at a wage of £80 a year. To-day, on the eight hours' shift, it takes three men to do the job—and their wages amount to about £200 a year.

MONEY IN ECHINGS.

James McBoyle, the Aberdeen man who gave up bank clerking to make etchings, is now one of the most successful artists of the day. An admirer asserts that McBoyle last year must have made £10,000. One may be mildly doubtful of that sum, but still his income must be more than satisfactory. It is told that he once went home to see his grandmother in Aberdeenshire and showed her a few drawings he had made in Spain—works which to-day fetch twenty times their original price; all she said was "I wadna gie ye fourpence for the lot, Jim; look, I've far better pictures hanging on ma wa's, and they're grocers' calender."

LAYING AN ABERDEEN GHOST.

Shuttle Lane, in Aberdeen, and all round it, have lately been greatly exercised about a "visitation" supposed to be supernatural. An explanation of the manifestations is forthcoming, however, which will enable the neighbours to sleep held senses in the haunted house, and one of them has come to the conclusion that the disturbances have a material cause. He states that "he has not found in the house conditions such as would be required for the building up of a psychic structure that would cause the noises he heard." His theory is that the noises are caused by the movement of water pipes in the wall when the town sewers are flushed at night and the pressure on the mains is very high.

FROM TOKYO TO GLASGOW.

Mr. Percy A. Hillhouse, D.Sc., Chief Naval Architect to the Fairfield Shipbuilding and Engineering Company, Glasgow, who has been appointed to the Chair of Naval Architecture in the University of Glasgow, was the first European Professor of Naval Architecture in the Imperial University of Tokyo, Japan.

THE PRINCE AND THE R. AND A. The Prince of Wales intimated to the Royal and Ancient Golf Club, St. Andrews, that he was unable to accept the invitation of the Captain of the year (Earl Haig) and the Past Captains to become Captain of the year 1921-22 owing to his visit to India, but His Royal Highness expressed the hope that he will be able to hold the office at some future date.

A SCOTTISH CHARACTERISTIC. An English contemporary, writing of occasion of his seventieth birthday, characteristically despite the fact that he has stayed for 25 years in London. But surely this is a universal Scottish characteristic?

FASHION NOTES.

The Inverness cloak, which the Prime Minister has adopted, is again to be fashionable in London. It is said to be a garment of great antiquity. An authority on such matters tells me that it was worn by the Picts, and that descriptions of it are to be found in old Irish manuscripts referring to the inhabitants of Scotland.

Although many visitors favour Harris tweed and the knicker suit, few now don the kilt when they go to shooting boxes in the Highlands. An old gamekeeper told me lately that all the "shentry" used to be "proud o' a kilt," and that they meant nothing (no thing) wrong when they would sometimes be putting it on back to front whatever.

JAPANESE AND THE CARNEGIE TRUST.

A deputation of five representatives from the Japanese Education Department have been studying the activities of the Carnegie Dunfermline Trust. The visitors were Messrs. Juichi Shimomura, Jutachi Ito, Secretaries to the Department; Dr. Konishi, Professor of Education, Kyoto University; Dr. Osado, Professor of Teachers' College, Hiroshima; and Gessho Sasatci, Professor of Eastern Buddhism, Shinsu Otani University, Kyoto.

IN PRAISE OF MODERATION.

Moderation is an essentially Scottish virtue. At a quiet pier on one of the Clyde lochs a regular visitor missed one of the men. "Where's Donald?" he inquired. "Ach, Donald's no weel. He's in his bed. He had two bottles o' whisky yesterday, an' wan was quite sufficient."

JURY PSYCHOLOGY.

PECULIAR METHODS OF REACHING A VERDICT.

That famous advocate at the criminal Bar, Sir Edward Marshall Hall, K.C., has contributed a remarkable article to a recent *Strand Magazine* on the "Psychology of the Jury."

"Jurors," he says, "are very human and they are apt to take notice of many things which do not always attract much attention." He goes on to tell some amusing stories of some cases in which he was concerned. He appeared for the plaintiff in a breach of promise case, and everybody, including his opponent, thought that there should be a verdict for the plaintiff. The judge's summing-up also left no loophole for any other verdict, but to everybody's astonishment the jury came back with a verdict for the defendant. Says Sir Edward:—

Some weeks after this I happened to be playing golf not far from London, and going into the club-house, where I was a guest, to lunch, I noticed three or four men sitting at a table whose faces were familiar to me. As I passed I heard my name mentioned, and turning round I at once recognised one of the party as a jurymen in the case I have referred to. "My curiosity being aroused, I stopped for a moment and asked how they found the verdict they did." He laughed, and gave this most amusing explanation. "Well," said he, "the judge, who tried the case, had a reputation for forming strong views which were not always upheld by the Court of Appeal, and so when the jury retired to the jury room to consider their verdict, one of them at once said: 'Well, it is quite evident which way the judge is. Now we all know that it is six to four that the judge is wrong; why go against the odd? Let's find for the defendant.' And they did."

WITNESS MUST DRESS FITTINGLY.

Sir Edward tells a story about another jury.

In the very early days of my career at the Bar I was engaged as junior in the defence of a woman charged for murder of a newborn child. The real question to be decided by the jury was a medical one as to the cause of death, and on this some very strong evidence was given by a well-known surgeon who was a witness for the Treasury. If his evidence was accepted, a "hostile verdict" of the jury was almost inevitable in spite of the very strongest sympathy which existed for the unfortunate woman. The case was tried before one of the most human judges who ever adorned the English Bench, and the humanity of his summing-up had a great deal, no doubt, to do with the verdict of acquittal which my leader, by his brilliant speech, so triumphantly secured.

I happened to know the foreman of the jury well, and his professional vocation

thought that he was likely to be moved by sentiment, so I asked him one day soon after that trial how he got over the evidence that tried him. He referred to "Oh!" said he, "that was the man who read the *Sporting Times* in court whilst the case was going on, and I would not believe a man on his oath who read a paper like that."

Sir Edward doubts if the public know how important it is sometimes that witnesses should "dress the part." He once insisted that a witness should leave his jewellery behind before he went into the witness-box, for he felt that the display created a presumption in favour of disbelief.

CROSS-CHANNEL TRAIN.

About 300 tons of fruit, vegetables, and eggs went direct to London from France on October 11th in the first train to make the through journey, rendered possible by the L. Chabroux ferry service.

The baskets of the choicest grapes and pears sent to the King and Queen by the groves of Montauban, as a token of their profound respect, were on the train, which was made up of twenty-seven wagons, consigned from places as far south as Grenoble.

INDIA'S PROBLEM.

AN OPTIMIST'S VIEW OF THE
OUTLOOK.

"Those who have known India" longest are those who are most optimistic as to her future."

This was the observation made to a Press representative at Plymouth by the Rev. G. Ansie Smith, of Delhi, in an interview on the present problems of India.

"The aims of the Nationalists of India," he said, "date from some 30 years back, and have found expression through the Indian National Congress, which was founded by the late Mr. Hume, and had as its object the education of the Indians in the science and practice of government. We have to regret that too frequently the objects of the Congress have been belittled, and the English Press has too frequently laughed it to scorn. To-day the Congress is based on a rough representation of the whole of India. Provincial Committees send up their quota of delegates and representatives, who number in the aggregate anything from 25,000 to 30,000. The Extremists have got possession of the organization."

BENEFIT OF BRITISH RULE.

"England's work in India can bear the strictest inquiry. We have governed India for India's good, and in two respects it may be pointed out how effective our policy has been for the material well-being of the country. Ninety per cent. of her population depend upon agriculture for their livelihood, and Britain's concern from the beginning has been for India's farming interests. The year that the East India Co. took over the responsibilities of the government of Bengal was marked by an awful catastrophe, and in three years probably twenty million Bengalees died of famine. Neither transport nor grain was available to meet it. This led the Government to make various experiments by way of an insurance against famine, and finally led to the system of irrigation canals, which to the extent of 47,000 miles now cover the surface of India, and form the real basis of her material progress. Forty million acres are to-day artificially irrigated, and famine in any real sense is impossible."

"The second great need was that of transport. On money raised in the London market at 3 and 3½ per cent. the railway system of India was originally established, and to-day she is fourth in the world in the length of her railways. Thirty-five thousand miles of well-laid and well-equipped lines are to-day in operation. Third class passengers travel from six to eight miles for a penny, and the postage arrangements, based upon the railway system, enable them to send a further postage for nearly 3,000 miles, and the half-penny inland postage delivers letters in the same way as this country over the same extended area."

WHAT NATIVES FEAR.

"Every type of industry has been enriched by British effort and British example in this way. It may therefore reasonably be asked what is the basis of the present restlessness of India? An educated Indian would reply in words something like this: 'Firstly, India fears absorption, and the possibility of becoming a second-rate imitation of an European Power. Secondly, an alien culture, though introduced with the highest motives and by the best of men, cannot fail to denationalize a people, and India sees European culture and materialism daily over-spreading the country. She may well express her fears in language such as this, for what are the material gains that she gets from the occupation if she herself loses her national soul? She believes that she has national traits worth preserving, and cannot see herself chained to the chariot wheel of any European nation without a protest. Thirdly, of recent years the fear of military domination has existed. The incidents following the passing of the Rowlett Act, the strike of shopkeepers and the riots of Amritsar, Delhi, Gujranwala, and Ahmadabad indicated the growing sense of nationhood, and of disillusionment caused by military action in those places will not be forgotten for many years to come. General Dyer's rapid fire into the immense crowd at Amritsar has done more to strengthen the hands of the Extremists than all the efforts of the Ali Brothers and Gandhi put together."

GANDHI'S INFLUENCE.

"Gandhi's character as a follower of Tolstoy and believer in the Socialism of Jean Jacques Rousseau makes him to-day the idol of the people. Millions of his photographs have been sold, and they are to be found in the remotest villages. His attempts to defeat the reform by which the eight Provincial Elective Councils and the elective Legislative Assembly practically governed the country miserably failed. His attack on the educational institutions of the country, commencing with the Mahomedan University at Aligarh were not more successful. His present attempt to boycott English cloth is apparently arousing deep resentment in the native mind."

"The Indian Government is determined apparently to give him all the rope he wishes, and there can be little doubt that in due time he will hang himself. The arrest of the Ali Brothers is in every way justifiable. But probably Gandhi's character, touched with asceticism as it is, will keep him from further breaking the law and from being charged as a seditious."

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

PARIS, October 19th.
If black is the prevailing colour, for frocks, it is even more so for hats. No piece of millinery can hope for recognition that is not black to be better still, it must be better plush or velvet, and trimmed with feathers those that stick out in a series of more or less ugly and graceless spikes. Hats at Longchamp, on Sunday week, were laden with a mass of feathers placed more or less indiscriminately on the crown or round the brim. Glycerinated ostrich is a hot favourite, this particular type of feather being massed round and on top of a crown so that from afar the hat resembles more a wild bird's nest than an article of feminine head-gear. It also encircles the under-brim and droops in a tantalising fashion over the wearer's eyes. A Breton sailor shape will be trimmed with two or three rows of glycerinated ostrich feathers, sewn round the upturned brim, and a trail of them will hang down from the right side. Although very smart, such a vogue must be seen frequently in order to accustom the onlooker to the sight of these streaky feathers dangling down from a hat and almost blinding its wearer, for all the world as though she had slept out all night in the rain wearing this particular hat.

Quills are gradually dying out, although one still sees them trimming the simple type of hat that Parisiennes wear when engaged in morning shopping or when travelling. Encircling the crown of a small felt hat, or laid on in one sweeping line at the back, the effect is so becoming that one cannot resist having one hat, at least, trimmed with a quill. As a rule, never more than one quill is used, whether it is made to encircle the crown or to jut out at right angles to it on the brim. The length varies according to the use one wishes to put it to, but the width is never less than two inches.

Ostrich plumes remain to drape the more picturesque type of hat or to be bunched in clumps and stuck on the side of the hat so as to catch the brim to the crown and droop over the former. The mode of taking a wide plume and drooping it over the back brim so as to form a curtain effect, is still popular with tall women who can carry off such a trying fashion.

Because of such bulky trimming, the majority of hats are small and close-fitting, or else turban in type; the remainder are wide-brimmed, with sweeping lines turning up in front and slightly also on the sides. These are invariably trimmed with a single plume, or else with a very decorative steel or jet ornament. There were many evidences of the draped hat, a fashion which promises to return in full force during the coming season. At present, it is being fashioned in velvet or ribbon.

After feathers, comes jet as a trimming, and, from what I have seen of the models recently launched by the big modistes, jet is going to take pride of place before everything else. It is already firmly established as a trimming for frocks and for the fashioning of the all-popular girdle, and before many weeks, I am sure it will be taking the place of feathers, plumes, quills used in two distinct ways; when figuring on the big, wide-brimmed type of hat, it appears only in the form of cut ornaments. A hat of this sort at Longchamp had a smallish crown and a wide brim sloping towards the left, where it was slashed and one end turned up and the other down, each being trimmed with a beautifully cut jet ornament. Hats that are Napoleonic in form will also be trimmed with a single jet ornament. As there is not much in the way of quantity, special attention is paid to the quality of decoration, with the result that some of these jet ornaments are of surprising beauty of design and workmanship, and many of them must be as costly as jewels.

When figuring on small hats, jet appears in the form of beads strung into loops; these wind round the hat and invariably droop down over the ears in a cluster of six or seven loops, making the wearer look from a distance as though she is wearing mammoth jet ear-rings. As well as hanging down over the ears, very often a loop or two is added under the chin as well, a fancy which immediately produces an Oriental effect, so much so, that the form of hat chosen for trimming of this type is invariably the turban or a squat little model resembling the top stratum of a Chinese pagoda. Round these, and hanging from them, are loops of jet. Velvet and satin are the popular materials for such models, but they are becoming so much the vogue that they frequently figure as theatre hats, in which case they are made of lace. A pretty theatre hat I saw recently had a crown entirely composed of flat jet beads, about the size of sixpence, woven together, and a brim of black Chantilly lace, a string of jet beads being looped under the chin.

Steel, also, is relieving the sombre note of black. One sees it in tiny bead form embroidering gowns, in shining ropes of bigger beads worked into girdles, and in still bigger form, and designed and cut like the more elaborate of the jet ornaments, decorating hats. With this innovation, there has been revived that of steel clasps for bags, and now all the more decorative and elaborate of these show clasps of plain or cut steel. Steel buckles are also the vogue for shoes, and steel studs are encrusted into the heels of patent leather evening shoes or even walking shoes of the more delicate type.

Black for colour; velvet, better plush, felt or satin, for material; feathers, plumes, jet and steel for trimming—such are the decrees of fashion for hats issued by the mannequins from the Bag-Kings who paraded at Longchamp on Sunday week. But, on all the courses there was not a flower or trace of ribbon to be seen, and, as Longchamp on a big day is the thermometer which registers the pulse of Paris fashion, this means that in all Paris these two methods of trimming are taboo for the moment.

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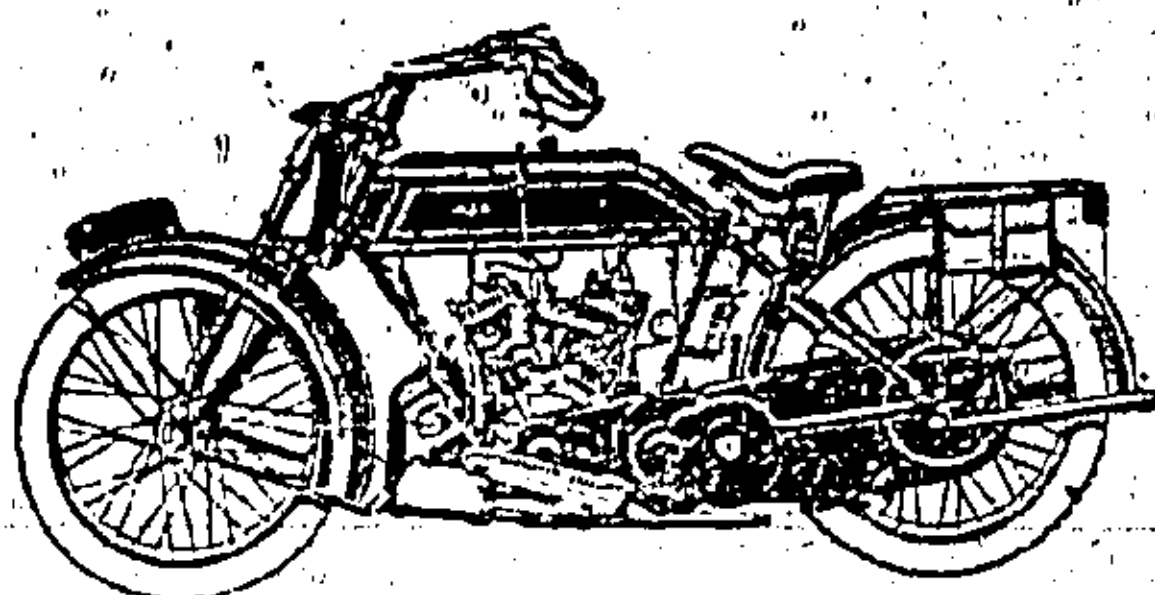
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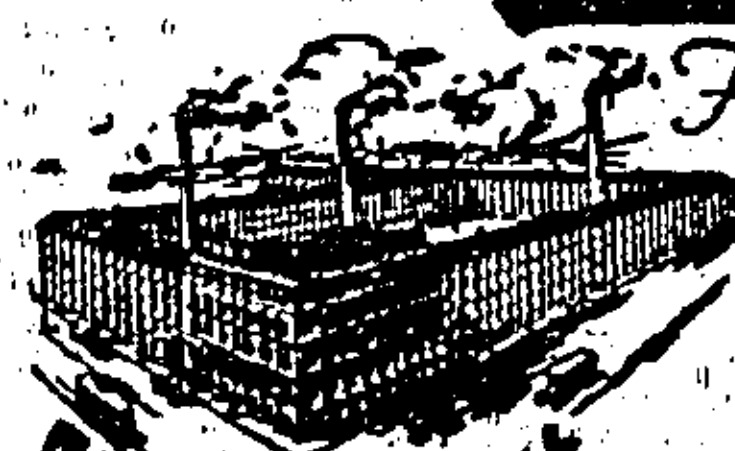
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DODWELL & CO., LIMITED.**REGULAR SAILINGS TO NEW YORK & BOSTON**

for NEW YORK & BOSTON via Suez		
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TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
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"NIPPON"	...	sailing on or about 27th November.
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"NIPPON"	...	sailing on or about 10th December.
"CILICIA"	...	sailing on or about 10th Jan. 1922.
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SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.		
Through Bills of Lading issued from Hongkong.		

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SAILING FROM HONGKONG TO AMERICA.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KATORI MARU (calling Manila)	...	Saturday, 8th Dec., at 11 a.m.
KASHIMA MARU	...	Tuesday, 27th Dec., at 11 a.m.
SUWA MARU (calling Manila)	...	Wednesday, 14th Jan., at 11 a.m.
FUSHIMI MARU	...	Friday, 8th Feb., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez and Port Said

SHIDZUKA MARU	...	Thursday, 24th Nov., at 11 a.m.
HARONE MARU	...	Friday, 9th Dec., at 11 a.m.
YOSHIO MARU	...	Friday, 22nd Dec., at 11 a.m.
YOSHINO MARU	...	Friday, 8th Jan., at 11 p.m.

HAMBURG via LONDON & ROTTERDAM

MATSUYE MARU	...	Saturday, 26th November.
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LIVERPOOL via MARSEILLES

KAMAKURA MARU	...	Wednesday, 7th Dec.
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SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	...	Tuesday, 20th Dec., at 11 a.m.
NIKKO MARU	...	Tuesday, 17th Jan., at 11 a.m.
KAI MARU	...	Tuesday, 14th Feb., at 11 a.m.

NEW YORK via PANAMA & OUBAN PORTS

DELICIA MARU	...	Friday, 25th Nov.
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NEW YORK via SUEZ

TSUYAMA MARU	...	End of December.
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SIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

BOMBAY via Singapore, Penang and Colombo.
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KAGA MARU

WEDNESDAY, 7th Dec.
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CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU	...	Thursday, 24th Nov.
TSUSHIMA MARU	...	Friday, 11th Dec.

NAGASAKI KOBE & YOKOHAMA.

NIKKO MARU	...	Friday, 18th Dec., at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

KLEIST	...	Monday, 28th Nov., at 11 a.m.
MAEUMOTO MARU	...	Thursday, 1st Dec.

For further information apply to—
Telephone Nos. 226 & 233

NIPPON YUSEN KAISHA
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MORALITY OF THE DAY.
A STRONG INDICTMENT.

At the Church Congress, at Birmingham, on October 11th, a large gathering followed a debate on "Christian Morality," a feature of which was an outspoken paper by Dr. E. B. Turner on "Sexual Relations." Dr. Turner, referring to the enormous increase of conjugal infidelity of late, and described childless marriages as a frequent cause of estrangement. When it was unthinkable that frocks, appearance, tennis, golf, and a good time generally should be sacrificed to the responsibilities of parenthood, the link of the little child was absent. Most of the recent divorce petitions were the aftermath of war-weddings—Sexual promiscuity was rife among the unmarried. The gradual improvement in the morals of young men noted during the last forty years had been practically wiped out, and the standard of practical morality among women had steadily deteriorated. Since the Malthusian campaign, started forty-five years ago, the knowledge that it was possible to indulge in illicit intercourse without paying the physiological penalty had led thousands of girls astray. A wave of "patriotic immorality" swept over the land during the war, and girls sacrificed their most precious possession on the altar of their emotions. Habits of promiscuity thus acquired were still persistent. They must also consider the emancipation of women. Individual members of an emancipated class often overpressed their new-found liberty; and the dress, morals, and manners of some women who had got out of hand left much to be desired. They heard of the "right to motherhood," which could only mean the right to indulge in extra-matrimonial sexual relations without reprobation. With reduced chance of marriage for girls of suitable age, many whose proper métier was the home and motherhood had attempted to fulfil their destiny by irregular and promiscuous unions.

Before discussing the means by which they might hope to ameliorate this state of affairs they must at once get rid of the idea that sexual desire was wicked and wrong. Dr. Turner declared. What was needed was the proper education of the child from its earliest years. Children should learn the facts decently and reverently from parents, not secretly and obscenely from other sources. Every candidate for the ministry should attend lectures on these matters and be tested as to his proficiency before ordination. Dealing with methods of prevention, Dr. Turner declared that self-disinfection, as advocated by the Society for the Prevention of Venereal Disease would be an ever-present incitement to vice. The society had issued instructions for women, so this also applied in a lesser degree to young girls, which was horrible to contemplate. It was practically educating girls for a life of vice. The only third of justification for this self-disinfection policy would be the absolute certainty of a tremendous reduction of disease; but the German experiment showed that this was most improbable. The Church must come out and stand in line with the Ministry of Health, speak on this matter with no uncertain voice. Young girls and boys naturally wished to meet, and Dr. Turner advocated that they should be encouraged to do so in the open rather than under the rose. Better and more decent housing should be agitated for, because it was absurd to expect morals where eight or ten persons of both sexes and all ages were herded together in one room. They would never make people moral by Act of Parliament; but when an age of consent was fixed by thought boys should be included. Many women demanded an equal moral standard for both sexes, but he thought they should have none of it if the higher traditional standard of purity among women was to be lowered and debased to that general among men; and women could secure the required improvement in the moral standard if the door of every decent house were shut on the profligate. Were he duke or durstman, were he to be no longer an honoured guest in women's society, he would soon reconsider his mode of life. Mothers and daughters must realise that a millionaire with a lusty past was not as fitting a mate for a young girl as a clear-headed healthy boy with way to make in the world. The priest and the physician must join hands to raise and purify the coming race.

A BLOT ON CIVILISATION.

The Bishop of Guildford, discussing Christianity and its relation to public morals, referred to the appalling revelations of increasing venereal disease, the illegitimacy returns, which, he said, were large enough to constitute a social menace, and the terrible blot on Christian civilisation by which women were sacrificed; and by organised machinery lured to certain death. It looked as if the demand for an equal standard of morality for men and for women was being met by a levelling down and not by a levelling up. There was a certain school of psychologists and psycho-analysts who appeared to eat, drink, and sleep in terms of sex. The Christian was told that to attempt to resist an evil of such magnitude would be to "sit on the safety valve." Thus to submit to the brute instinct amounted to a denial of their faith and a repudiation of their birthright. They could have no parity with that philosophy of fatalism. The crumbling of public morals, unless arrested, meant the death-knell of the nation. The Church to-day had a great opportunity in that the State had called her to its assistance. One of the most urgent and immediate tasks was to stamp out the ravages of disease. If the proposed methods did in fact have the immediate effect of making vice easy and wrongdoing safe, Christians must expose the fallacy of the short cut. If by the collective efforts of all denominations they could secure a common "Christian conscience" it would be an enormous contribution to the public welfare; and to move towards this should be their first task. The Church could render her best service in the matter of the education of young people, which was the root of the problem. In half a century only a small advance had been made. The early years of childhood gave opportunity of teaching without embarrassment and of placing the subject on a high sacramental and spiritual plane. The idea of giving sex (Continued at foot of next column.)

ERUPTIONS ON LIMBS TWO YEARS

Could Not Rest For Pain and Agony. Cuticura Heals.

"I was bad with eruptions on my limbs for two years. The eruptions were as large as a half crown and very deep. I could not rest for pain and agony, and I could not get a bit of sleep at night. I was treated but it did not do any good. A friend told me of Cuticura Soap and Ointment and I used them. When I had used two tins of Cuticura Ointment with the Cuticura Soap I was completely healed." (Signed) Mrs. J. Spencer, 1, Magdalen Rd., Isleworth, Middlesex, Eng., May 20, 1920.

You may rely on Cuticura Soap and Ointment to cure for your skin.

See in Cuticura 32 and 34. See in Cuticura 32 and 34. See in Cuticura 32 and 34.

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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION.

MANILA	"LOONGSANG"	25th Nov. 3 p.m.
ROBE	"LAISANG"	Sat. 28th Nov. D'light.
HAIPHONG via HOIHOW	"LOKSANG"	Sat. 26th Nov. 10 a.m.
SHANGHAI via SWATOW	"HOPSAK"	Sat. 27th Nov. D'light.
HAIPHONG	"WINGSANG"	Sat. 27th Nov. 10 a.m.
STRAITS & CALCUTTA	"KWAISANG"	Mon. 28th Nov. 3 p.m.
BANGKOK via SWATOW	"CHUNSAK"	Tues. 29th Nov. D'light.
SANDAKAN	"HINSANG"	Fri. 2nd Dec. Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at S'wa ow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

BOMERO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Data.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

"KWAISANG" will be despatched on or about Monday, 28th Nov., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, PENHAM, MADRAS and DUTCH EAST INDIES.

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GLEN AND SHIRE

Joint Service of Steamers.

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"OUTWARDS."

Vessel	Leaves Hongkong	Discharges
M/V "GLENNAVY"
M/V "GLENLYLE"
M/V "GLENDOCE"

Due Hongkong: 11th Dec., 14th Dec., 17th Dec.

Homewards: 16th Nov., 20th Nov., 24th Nov., 28th Nov., 1st Dec., 5th Dec., 9th Dec., 13th Dec., 17th Dec., 21st Dec., 25th Dec., 29th Dec., 1st Jan., 5th Jan., 9th Jan., 13th Jan., 17th Jan., 21st Jan., 25th Jan., 29th Jan., 2nd Feb., 6th Feb., 10th Feb., 14th Feb., 18th Feb., 22nd Feb., 26th Feb., 30th Feb., 6th Mar., 10th Mar., 14th Mar., 18th Mar., 22nd Mar., 26th Mar., 30th Mar.,

SHIPPING NEWS.

ARRIVALS.

November 22nd.

Kanchow, British str., 1,222 tons, Capt. D. H. Martin, from Bangkok and Hoikow, with a general cargo.—B. & N.Y.K.

Namoa, Chinese str., 447 tons, Capt. H. Carneiro, from K. C. Wan, with a general cargo.—Sik Hing & Co.

Paling Maru, Japanese str., 1,688 tons, Capt. R. Nagayama, from Shanghai and Amoy, with a general cargo.—N.Y.K.

November 23rd.

Africa Maru, Japanese str., 5,564 tons, Capt. K. Tachiro, from Tacoma and Manila, with a general cargo.—O.S.K.

Qadaretta, American str., 1,621 tons, Capt. H. Nielsen, from Singapore, with a general cargo.—Admiral Line.

Chungang, British str., 1,417 tons, Capt. C. D. Nicoll, from Bangkok and Swatow, with a general cargo.—J.M. & Co.

Delagoa Maru, Japanese str., 7,149 tons, from Manila, with a general cargo.—N.Y.K.

Zuiching, British str., 1,267 tons, Capt. J. S. Thomson, from Swatow, with a general cargo.—D.L. & Co.

Kansas, British str., 3,941 tons, Capt. J. McMillan, from Shanghai, with a general cargo.—Bank Line.

Kwangchow, British str., 1,534 tons, Capt. G. Morse, from Bangkok and Swatow, with a general cargo.—B. & S.

Lokung, British str., 979 tons, Capt. C. J. Matlock, from Haiphong and Hoikow, with a general cargo.—J.M. & Co.

Morishiki Maru, Japanese str., 3,095 tons, Capt. B. Takiguchi, from Moji, with a general cargo.—N.Y.K.

Yingchong, Chinese str., 313 tons, Capt. Kwok Shan, from Haiphong, with a general cargo.—Eastern Nav. Co.

Ralph Muller, British str., 1,035 tons, Capt. R. Young, from Haiphong and Hoikow, with a general cargo.—Moller & Co.

Shidzuoka Maru, Japanese str., 3,387 tons, Capt. K. Kanada, from Yokohama and Shanghai, with a general cargo.—N.Y.K.

Soochow, British str., 1,584 tons, Capt. E. Mookman, from Canton, with a general cargo.—B. & S.

Kodo Maru, Japanese str., 1,352 tons, Capt. S. Hamazaki, from Milke, with coal.—M.B.K.

CLEARANCES.

November 23rd.

Childar, for Swatow.

Dux, for Bangkok.

Hok Canton, for K. C. Wan.

Hozu Maru, for Swatow.

K. of the Garter, for Nagasaki.

Kaiping, for Pakhoi.

Kanking, for Singapore.

Paling Maru, for Canton.

Soochow, for Shanghai.

Shidzuoka Maru, for Singapore.

Takewa Maru, for Hoikow.

Tachin Maru, for Canton.

Tsuyama Maru, for Shanghai.

Tai Maru 2, for Hongay.

PASSENGERS.

ARRIVALS.

Per s.s. *Haiching*, on November 23rd: Mr. Arthur, Mr. Cannon, Mr. Langston, Mr. Kiegh, Mr. Falconer, Miss Drew.

DEPARTURES.

Per s.s. *Nanking*, to Singapore, on November 23rd: Mr. and Mrs. W. E. Grandall, Mr. L. M. Hausman, Mr. J. Wilson, Mr. E. W. Spalding, Mrs. E. A. Balston, Mr. V. and Miss M. Morgan, Mr. and Mrs. Dennis, and Mrs. D. W. Reed.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Dongola* is expected to leave Colombo on November 28th. The s.s. *Tulthylus* (Blue Funnel line) from Pacific Ports, left Kuchinotu on the 23rd inst. for Hongkong, and is due here on the 27th inst.

The s.s. *Tungtee* (Blue Funnel line) left Singapore on November 22nd for Hongkong, and is due here on November 28th.

The "Ben" Line s.s. *Benvenue*, from Antwerp, Middlesbrough and London, left Singapore for this port on November 22nd, and may be expected to arrive here on November 28th.

VESSELS EXPECTED.

Dongola (P. & O.), due December 18th. *Empress of Russia*, due December 22nd, 8 a.m.

Katori Maru (N.Y.K.), due Nov. 28th. *Keystone State* (Admiral line), due November 27th.

Kleis (N.Y.K.), due November 27th. *Korea Maru* (T.K.K.), due Nov. 28th.

Mishima Maru (N.Y.K.), due Dec. 10th. *Tygonza* (P. & O.), due to-day about 2 p.m.

Takuyo Maru (T.K.K.), due Dec. 3rd. *Tereias* (Blue Funnel line), due November 28th.

Kamagata Maru (N.Y.K.), due December 9th.

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Book on "Dog Diseases, their Care and How to Feed."

Mailed free to any address

H. C. Glover Co., Inc., 115 W. 11th St., U.S.A. Agents: BULLER & FRISVOLD (Ade) Ltd., Hong Kong

WEATHER REPORT.

November 23rd 12:00.—Warning to Hongkong, Coast Forts, &c.—A typhoon in lat. 11 deg. N. and long. 140 deg. E., moving W., position uncertain.

November 23rd, at 12:13.—Pressure has increased considerably over central Japan, the anticyclone having spread eastward. It has decreased slightly from Cape St. James to the Visayas. The typhoon appears to be to the N.E. of Yap, moving west. Strong to fresh monsoon may be expected along the S.E. coast of China, and over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 27.04 inches, against an average of 51.69 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Disturbance **Forecast.**
Hongkong to Gap Rock { N.E. winds, fresh; fair.
Formosa Channel { N.E. winds, strong.
South coast of China between Hongkong and Lamooka { The same as No. 1.
South coast of China between Hongkong and Hainan { The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 23rd

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	30.12	30.15	30.11
Temperature	68	63	70
Humidity	69	74	64
Wind Direction	NE	N	East
Force	3	2	3
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature on 23rd ... 73
Lowest open-air Temperature on 23rd ... 63

HONGKONG TIDE TABLE.

From 24th to 30th November, 1921.

HIGH WATER		LOW WATER	
Days of Week	Days of Month	H'kong Standard Time	Height
Thur.	24	h. m.	ft. in.
		4 30	6 0
Fri.	25	5 05	6 0
		6 40	6 5
Satur.	26	7 7	6 7
		7 15	6 9
Sun.	27	8 9	6 5
		7 47	7 3
Mon.	28	9 7	7 4
		8 15	7 6
Tues.	29	10 1	7 5
		8 50	7 8
Wed.	30	10 52	8 0
		9 23	7 9

FOUCAULD
BRANDY
RUM

FOR NERVOUS EXHAUSTION
LOSS OF MEMORY and DEBILITY
CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME

ON SALE
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1921
With Index, Price \$7.50.
On sale at the Hongkong Daily Press Office

CANADIAN PACIFIC STEAMSHIPS LIMITED.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver
Empress of Russia	Dec. 8	Dec. 26
Empress of Asia	Jan. 5	Jan. 23
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED
Hongkong Office Telephone 784 Cable Address GACANPAC

CHINA MAIL S.S. CO., LTD.



AN UNEQUALLED HIGH CLASS PASSENGER SERVICE
FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "NILE" "CHINA"

Trans-Pacific Service
HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu
s.s. "NANKING" s.s. "CHINA"
Dec. 12th Jan. 16th

Java Service
BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, AND SOERABAYA.

HONGKONG TO SINGAPORE & JAVA
S.S. "NILE"
December 22nd.

HONGKONG TO SHANGHAI
S.S. "NILE"
December 10th.

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRENDER, GENERAL AGENT
PRINCE'S BUILDING, 101 HONG KONG STREET.
TELEPHONE, PASSENGER DEPT. No. 1034. TEL. FREIGHT DEPT. & AGENT. No. 2161.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN

JAPAN, HONGKONG & JAVA.
For BATAVIA, PAMARANG, SOERABAYA, MACASSAR and BALIKPAPAN.

S.S. "BORNEO MARU" sailing on or about 29th Nov.

For MOJI, KOBE, OSAKA and YOKOHAMA:
S.S. "MACASSAR MARU" sailing on or about 28th Nov.

For further particulars please apply to—
K. SUZUKI, Manager, 1st Floor, Prince's Building, Tel. No. 1206

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA KEELUNG, SHANGHAI, THE INT AND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	Nov. 27th
KOREA MARU	22,000	Dec. 7th
SENTO MARU	22,000	Dec. 18th
PRHSIA MARU	22,000	Jan. 5th
TAIYO MARU	22,000	Jan. 15th
SIBERIA MARU	22,000	Jan. 1st

* Calling at Dairen and omitting call at Keelung and Shanghai.
† Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDALAN ROUTE TO BUENOS AIRES.
RAKUYO MARU (calling at Manila) LEAVE HONGKONG Dec. 15th.
For full information regarding passengers' freight and sailings, apply to—
Y. TSUTSUMI, MAN. AGT., King's Building, Tel. No. 274 & 275.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Ltd.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO
"West Prospect" 7th Dec.

To SEATTLE & VANCOUVER
"West Orowa" 15th Dec.

* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Road, Tel. 3008. (451)

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports,

"WEST IVAN" sailing about 1st Dec.
Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.
For rates and full particulars apply to—
FRANK WATERHOUSE & COMPANY, 4th Floor, Prince's Building, Telephone 1062

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.
SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU
For SAN FRANCISCO via SHANGHAI, KOBE ETC.

AMERICAN STEAMERS
S.S. "EMPIRE STATE" LEAVE HONGKONG ARRIVE SAN FRANCISCO
S.S. "GOLDEN STATE" Dec. 24th Noon Dec. 29th
S.S. "HOOPER STATE" Dec. 10th Noon Jan. 2nd, 1922
S.S. "HOOPER STATE" Jan. 21st Noon Feb. 15th

SHANGHAI-CALCUTTA SERVICE
Freight Only
FOR CALCUTTA via SINGAPORE, PENANG AND RANGOON.

S.S. "LAKE GILPEN" Nov. 26th
S.S. "CADDOPPEAK" FOR HAIPHONG Nov. 26th D'light

MANILA-EAST-INDIA SERVICE
Freight and Passenger
SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO

Monthly Sailings.
For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
Telephone 141 Cable Address "SOLANO" Hotel Manilla, Hongkong

YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. Co. Ltd.)
REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong
FOR HAIPHONG via Hoihow & Pakhoi
S.S. "HOZUI MARU" on or about 8th Dec.
FOR KEELUNG via Swatow & Amoy
S.S. "TAIWA MARU" on or about 8th Dec.
For further particulars, please apply to—
S. MITAHAI, Agent, No. 37, Bonham Strand, West, Tel. No. 165.
Top Floor, King's Building, Tel. No. 140.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT-ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.**ELLERMAN LINE**

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FOR EAST/UNITED KINGDOM & CONTINENT.

SS. "CITY OF GLASGOW"	8th Dec.	London, Rotterdam & Hamburg
SS. "KAZEMBE"	18th Dec.	London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE

SS. "CITY OF MANCHESTER"	10th Feb.	London
SS. "CITY OF SIMLA"	Middle March	London

Subject to change without notice.

For particulars of freight and passage rates apply to—

or REISS & CO., CANTON.

THE BANK LINE, LTD.,
General Agents.**NEW YORK DIRECT**

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

SS. "KANBAR"	via Suez Canal	28th Nov.
SS. "KATUNA"	via Suez Canal	10th Dec.
SS. "KNIGHT OF THE GARTER"	via Suez Canal	20th Dec.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG and CANTON, REISS & CO., CANTON.**MESSAGERIES MARITIMES.****FRENCH MAIL LINKS.****SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KURE & YOKOHAMA	"ANGKOR" 12,000 "PETHOS" 20,000	On or about 2nd Dec. On or about 17th Dec.
MARSHALLS, SAIGON, PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUTTOUT, SUEZ & PORT SAID	"AMAZONE" 11,000 "P. LECAT" 20,000	On or about 8th Dec. During 2nd part Dec.

For full particulars regarding sailings, etc., apply to—

Telephone 749

R. RODENFUSHER,
Acting Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

HAIPHONG	Capt. J. S. Thomson	FRIDAY, Nov. 25th, at 12 Noon.
HAIPHONG	Capt. W. Cooper	TUESDAY, Nov. 29th, at 12 Noon.
HAIPHONG	Capt. W. G. Passmore	FRIDAY, Dec. 2nd, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & CO.,
General Managers.**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tonnage	From Hongkong (about)	Destination
"NYANZA"	7,000	5th Nov. 11 a.m.	Marseilles, London & Antwerp
"LAFORE"	5,200	4th Dec.	Singapore Colombo & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp
"DUNERA"	5,200	20th Dec.	Singapore, Colombo & Bombay
"NELORE"	7,000	24th Dec.	Marseilles, London & Antwerp
"DONGOLA"	6,000	7th Jan. 1922	Marseilles, London & Antwerp
"EGYPT"	7,000	18th Jan.	Bombay, Marseilles, London & Antwerp
"KASHMIR"	6,841	21st Jan.	Marseilles, London & Antwerp
"NAGOYA"	6,854	18th Feb.	Marseilles, London & Antwerp
"KASHGAR"	6,840	4th Mar.	Marseilles, London & Antwerp
"KEIWA"	6,017	18th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,092	1st Apr.	Marseilles, London & Antwerp
"WOYARA"	8,850	15th Apr.	Marseilles, London & Antwerp
"KALYAN"	8,897	29th Apr.	Marseilles, London & Antwerp
"PLASSY"	7,248	13th May	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"ARRATON APCAR" 4,500 | 5th Dec. | Calcutta via Singapore, etc.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	19th Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ABAFURA"	6,000	9th Jan.	

SAILINGS TO SHANGHAI & JAPAN

"NELLORE"	7,000	23rd Nov. 10 a.m.	Shanghai, Kobe and Yokohama
"DUNERA"	5,200	8th Dec.	Shanghai only.
"DONGOLA"	6,000	18th Dec.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Cargo only.
1st Saloon Passengers may travel by R.L.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.
Agents.

**O. S. K.
OSAKA SHOSEN KAISHA.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.
"ATLAS MARU" ... Thursday, 15th Dec.calling at Marseilles.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE."CHICAGO MARU" ... Tuesday, 13th Dec.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"INDO MARU" ... Thursday, 24th Nov.
"GANGES MARU" ... Saturday, 3rd Dec.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

"ISHU MARU" ... Monday, 5th Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand via Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"AFROA MARU" (calling Shanghai) ... Saturday, 26th Nov.

"HAWAII MARU" ... Sunday, 4th Dec.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... Middle of Jan.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ARGON MARU" ... Monday, 20th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbor Office.

"KAJO MARU" ... Sunday, 27th Nov.

TAKAO via SWATOW & AMOY.

For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building.
Tel. Nos. 144 & 745.**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

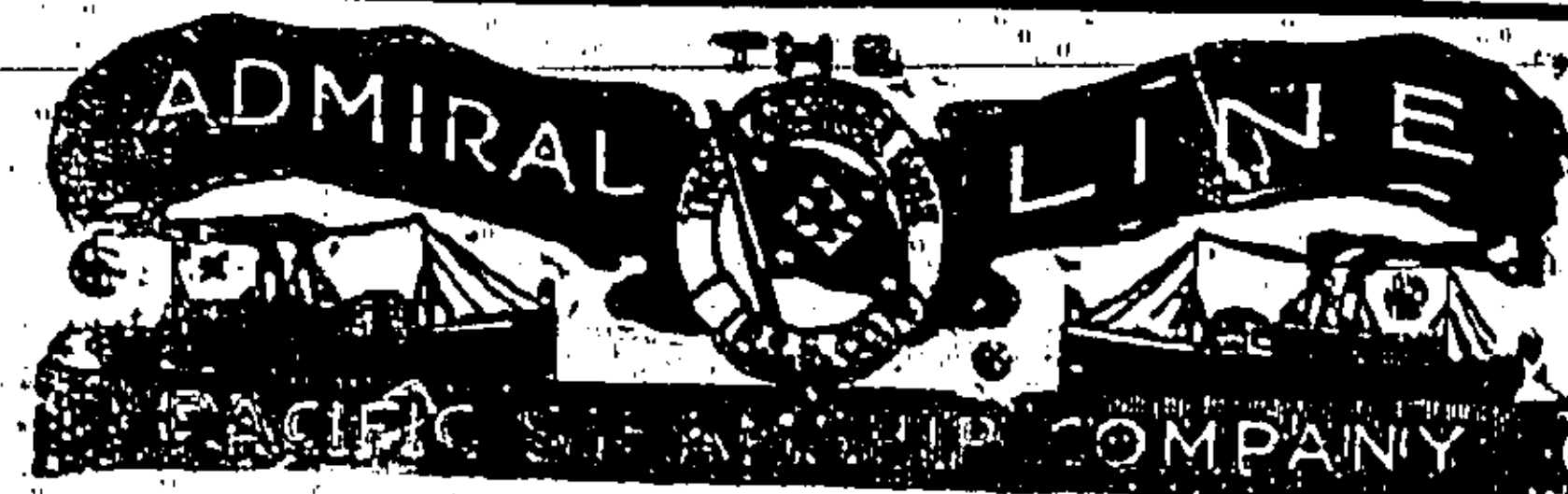
Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	2nd Nov.	26th Nov. 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo loaded through to all Australian, New Zealand & Thameside Ports.
For 1st, 2nd and passage apply to— BUTTERFIELD & SWIRE, Agents.**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For SHANGHAI ... "SOOCHOW" ... On 24th Nov. ... Noon.
"VANILLA ORCHID" ... "TAMING" ... On 25th Nov. ... Noon.
"WATER" ... "HUIHONG" ... On 25th Nov. ... Noon.
SHANGHAI & TSINGTAO ... "SUNNING" ... On 26th Nov. ... 4 p.m.
SWATOW & SINGAPORE ... "KANOHOW" ... On 27th Nov. ... 10 a.m.
PARHAI & HAIPHONG ... "KAIFONG" ... On 27th Nov. ... 10 a.m.
SHANGHAI & PUKOW ... "CHENAN" ... On 27th Nov. ... Noon.
SWATOW & BANGKOK ... "KWANGHONG" ... On 29th Nov. ... 10 a.m.
SWATOW & SHANGHAI ... "SUIYANG" ... On 29th Nov. ... 10 a.m.
SWATOW & SINGAPORE ... "CHINHUA" ... On 29th Nov. ... 10 a.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Students' Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
Telephone 24.

**PASSENGER AND FREIGHT SERVICE**FOR VICTORIA, VANCOUVER, SEATTLE
From Hongkong Arrive Seattle**FREIGHT & PASSENGER SERVICE.**

SS. "KEYSTONE STATE"	... for Manila direct Nov. 29th.	arrived.
SS. "SILVER STATE"	... for Manila direct Dec. 20th.	
SS. "KEYSTONE STATE"	... Dec. 9th.	Dec. 30th.
SS. "SILVER STATE"	... Dec. 30th.	Jan. 20th.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

SS. "ABERCOS" ... Dec. 7th

Through Bills of Lading issued by Overseas Commerce points.
Passenger and Freight Particulars.**THE ADMIRAL LINE**

Telephone 2477 & 2473. 5th Floor, Union Building. (71)

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

ANGULAR SERVICE**SAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.**

SS. "CADARETTA" ... Sailing Nov. 29th.

SS. "LAKE ONAWA" ... Sailing Jan. 1st.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES5th Floor, Union Building. Telephone 2477 & 2473.
Passenger Office.
Queen's Building, 4, Des Voeux St.**SERVICE to UNITED STATES**

For NEW YORK and/or BOSTON via Panama.

SS. "WEST HEMLOCK" (via Panama) ... Second half of Nov.

SS. "WYTHEVILLE" ... First half of Jan. 1922

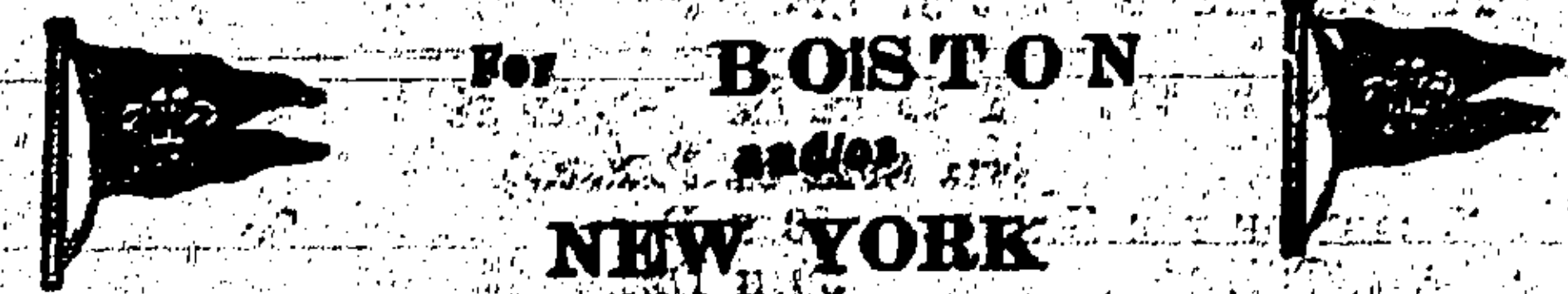
For freight space and particulars apply to—

**BARBER STEAMSHIP
LINES, INC.****THE ADMIRAL LINE**

Telephone 2477 & 2473. 5th Floor, Union Building. (71)

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



S.S. "MOOREHPRINCE" ... (via Suez) early Jan.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITEDIncorporated in Great Britain.
St. George's Building.
Telephone 2155.
Telegrams (Furnes) (16)

